Keene

Marlboro Street
ZONING AND LAND USE REGULATIONS PROJECT

APPENDIX E | **TRANSPORTATION STRATEGY**

NELSON
NYGAARD

MEMORANDUM

To: The Cecil Group

From: Nelson\Nygaard

Date: December 12, 2013

Subject: Marlboro Street Zoning and Land Use Regulations Project - Transportation Final Report

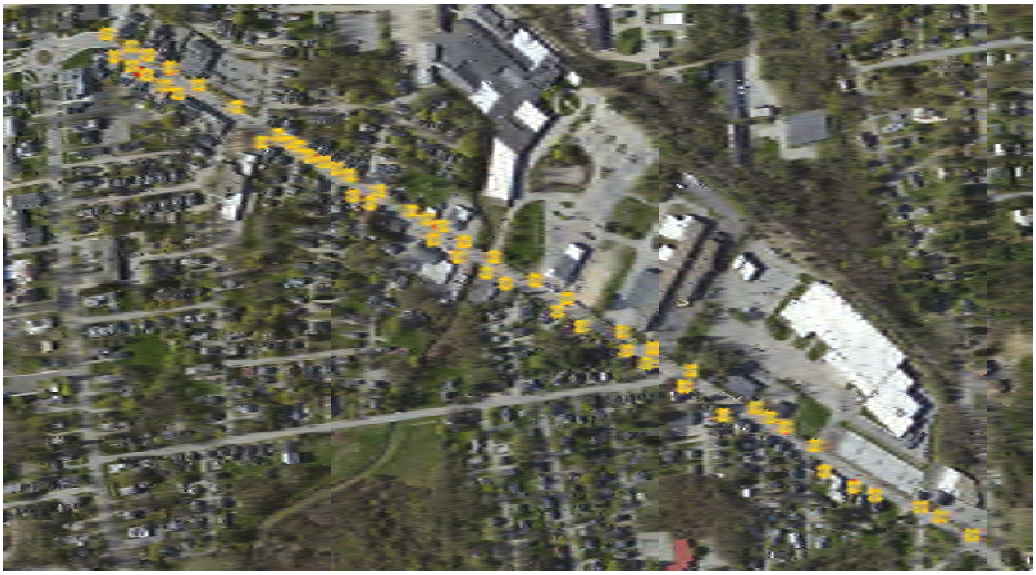
TRAFFIC/CIRCULATION

The following summarizes the key findings and recommendations to improve traffic and non-motorized circulation along the Marlboro Street corridor.

A) Parcel Access

Existing conditions along Marlboro Street currently favor vehicular travel and traffic, with modest considerations and facilities that support pedestrian and bicyclists. Throughout the corridor there exist a disproportionate number of driveway curb cuts that are a result of the various retail businesses, residence driveways, as well as former industrial uses. As shown in Figure 1, there are approximately 40 curb cut locations that directly impact the corridor. The majority of these serve non-residential uses, which typically provide much wider and higher capacity curb cuts than residential uses. These conditions represent two significant negative conditions for the corridor. First of all, the high density of larger curb cuts is a direct threat to pedestrian comfort and safety, especially on Marlboro Street where the pedestrian space is not well-defined or raised across the curb cut. The length of these curb cuts can run up to 60 feet, making the sidewalk an inconsistent and unpleasant place for pedestrians to walk, especially at the southeastern half of the corridor. Secondly, the frequent curb cuts contribute to safety and accessibility deficiencies for those trying to access residences and destinations around the district because they introduce potentially conflicting turning movements in unpredictable and patterns for infrequent travelers (see Figure 2), significantly increasing the risk of angle-type crashes. This threat could increase notably if new higher-volume customer destinations are developed on the corridor.

Figure 1 Curb Cut Locations throughout Marlboro Street



Recommendations

An access management program is recommended for the corridor to both improve vehicle circulation to minimize conflicts as well as to improve pedestrian and bicycle comfort and safety. Future curb cuts and parcel redevelopments should be planned with an eye towards consolidating curb cuts and placing them either well-offset from opposite-side curb cuts or directly across from them in order to reduce vehicular and pedestrian conflict points. Opportunities to limit the number of curb cuts can be realized through shared access easements – ideally coupled with shared parking agreements – between various neighboring businesses that have proximate off-street parking supplies. These parking lots can be reconfigured to provide shared and limited access points for employees, customers, and residences to find parking with, often with the bonus of increasing parking supply. By consolidating curb cut locations, the closure of excessive cuts and their associated access lanes allows parking lots to be reconfigured more efficiently to maximize parking supply as well as to improve internal pedestrian improvements. For example, as shown in Figure 2, there are numerous driveway curb cuts along the midsection of the corridor that have caused conflicting circulation and access points for motorists, pedestrians, and bicyclists. Figure 3 proposes consolidating the excessive number of access points, limiting access to one main location along Marlboro Street.

Figure 2 Existing Driveway Curb Cuts along Marlboro Street

Figure 3 Potential Driveway Consolidation along Marlboro Street

B) Vehicle/Truck Access

Existing truck routes and patterns do not provide the most safe and accessible means of accessing industrial businesses and warehouses in and near the northwestern most part of the district. Currently, trucks accessing Victoria Street businesses, as well as many north of Water Street on the east side of downtown, utilize Water Street off of Main Street as a route for travel. However, the design of the Main and Water Street intersection is insufficient for handling the turning radii of large trucks and cannot be expanded. Furthermore, any trucks exiting Water Street to head south can only turn right and must enter the core of downtown vehicular and pedestrian traffic to turn around.

Figure 4 Main & Water Streets

Recommendations

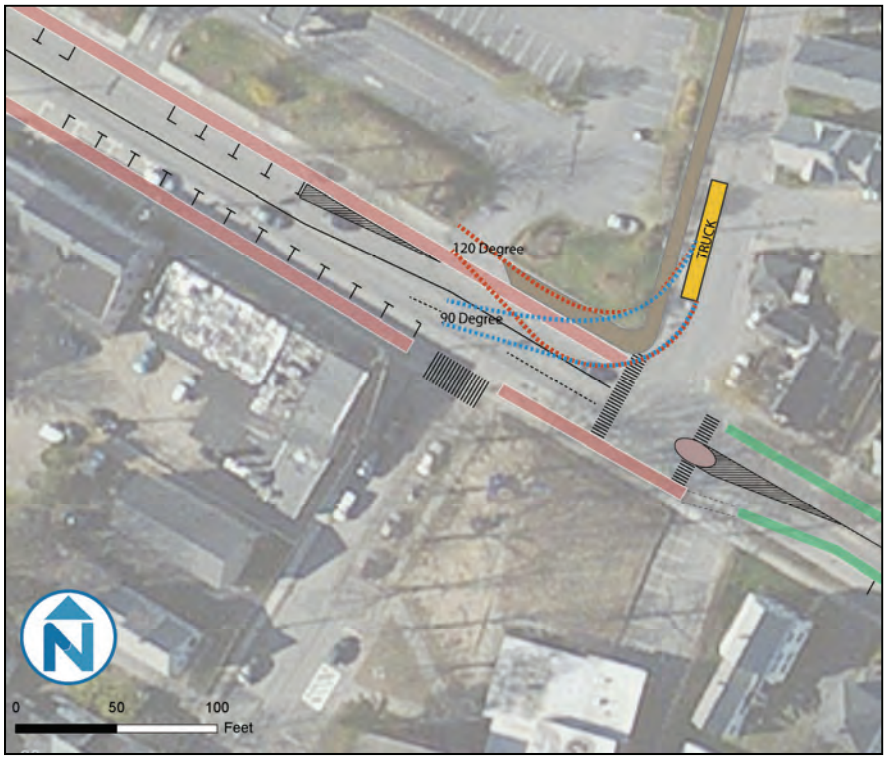
With the recent reconstruction of Grove Street and proposed redesign of Marlboro Street, an alternative truck route is recommended to alleviate these conflicts. Entering truck traffic would be signed from Main Street to access Water Street and eastern downtown businesses via Marlboro Street and a turn left onto Grove Street. The existing curb to curb width of the northwestern segment of Marlboro Street as well as that of Grove Street is wide enough to accommodate truck activity, and their intersection provides enough width to accommodate large truck turns, including a left-turn lane from Marlboro to Grove. Trucks turning from Grove Street to Water Street are negotiating an intersection that is not significantly bigger than Main at Water, but because Water Street traffic is not stop controlled, there will be no stopped vehicles in conflict with right-turning trucks, which backs up traffic on Main Street today. Furthermore, the return truck movement is on the same streets, with lefts onto Grove from Water easily accommodated on the existing geometry.

However, trucks returning back to Marlboro Street from Grove Street would not be able to take a right turn with the existing curb line at the northwestern corner of the intersection as shown in

the figure below. The City would need to reconstruct the curb line to help aid trucks taking a right turn at this intersection and need to widen Grove and Marlboro Street to accommodate this truck turning movement in the interim. This will require a more in-depth turning movement analysis before reconstruction.

With future redevelopment in the core of the Marlboro Street corridor, the creation of a new Victoria Street extension to Marlboro Street will provide a better option for trucks destined for Water Street businesses, allowing direct access off of Marlboro and avoiding the use of Water Street all-together.

Figure 5 Truck Turning Movement on Marlboro and Grove Street (on proposed Marlboro Streetscape)



C) Cheshire Rail Trail

The City of Keene is blessed with the availability of a highly developed system of recreational trails that bisect the city and region. The Cheshire Rail Trail is one of the most important regional and local connectors not only for the city, but for the future success of the Marlboro Street corridor in particular. The availability and proximity of this multimodal connector provides opportunities to enhance and encourage travel by foot and bicycle between the corridor, the downtown, and beyond, serving to better link activity areas in the city and providing a direct amenity for future development in the corridor. This rail trail should serve as a parallel but complimentary connection to Marlboro Street itself, potentially providing sidewalk-like activity on the northern edge of redeveloped parcels as well as multiple access points for the neighborhood and businesses in the district.

Recommendations

Recommendations include enhancing existing and creating new access points to encourage mobility between residential neighborhoods looking to connect to and from downtown as well as within the district. Important access points include intersections with proposed streets such as the proposed Victoria Street extension, the Baker Street bike connector, and the Greenway connector. Other access points from local neighborhood streets should also be considered to provide more direct access to the trail from residential neighborhoods directly north of the rail trail. Improved access points to the multi-use path should be enhanced to encourage fluidity between intersecting streets that supports a higher level of connectivity throughout the district.

Figure 6 Existing and Proposed Trail Access Points

Another recommendation includes providing better treatment at the Water Street and Cheshire Rail Trail intersection to accommodate pedestrians and bicyclists who are utilizing the path. Figure 7 and Figure 8 depict existing conditions at this intersection. There is little to no signage leading up to the trail, no pedestrian scale lighting, and the crosswalk linking the multi-use path across Water Street is deteriorating.

Figure 7 Cheshire Rail Trail

Figure 8 Cheshire Rail Trail and Water Street Intersection

Improving conditions at this intersection will caution motorists to slow down, providing better opportunities to draw pedestrians and cyclist into the district from downtown and vice versa. A recommended intersection treatment includes enhanced shoulder striping, high-visual cross walk lines and a slightly raised crosswalk as shown in Figure 9, which can be also colored or patterned to stand out more. Another recommendation for creating better visibility for those on the trail include the installation of a solar powered rectangular rapid flashing beacon (RRFB), that flashes and warns motorists when the system detects approaching pedestrians and bicyclists.

Providing lighting along the length of the trail will help to provide better visibility and safety for those on the trail during the evening hours. With a cross section of about 13 feet, the existing width of the multi-use path should be extended and paved, where possible, to allow for greater usage space for pedestrians and bicyclists, as shown in Figure 10. The trail should be widened to accommodate a minimum of 10 feet throughout the trail for consistency. Overall, continued improvements to the trail will enhance the opportunity for this off-street corridor to increase connectivity as well as the attractiveness of the Marlboro Street corridor to new development.

Figure 9 Example of a Raised Crosswalk

Figure 10 Example of Multi-Use Path

Source: Raised crosswalk, Richard Drdul, Creative Commons

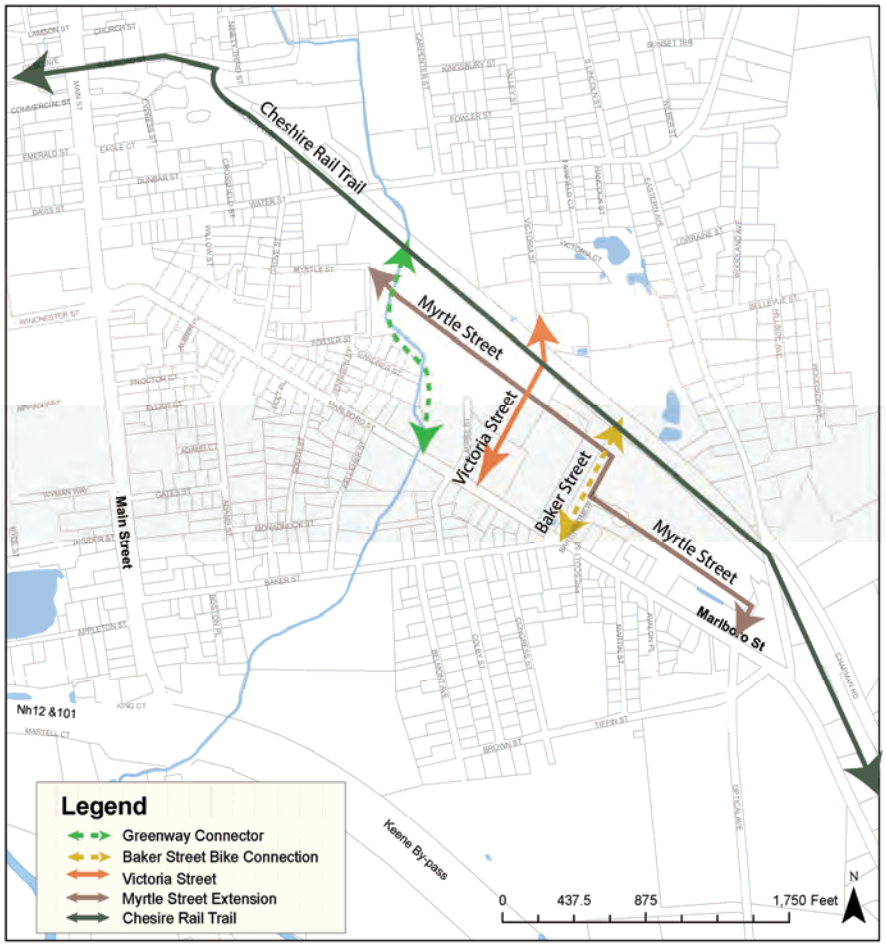
D) Future Street Network

Mobility throughout the Marlboro Street district is and will continue to be intimately related to its land uses, demographics, and available transportation infrastructure. The vision set out for the future of this district hinges on the concept of providing an innovative mix of uses that supports a wide range of businesses and industrial uses, supported by shops, restaurants, and new housing, while simultaneously working to better preserve the existing traditional neighborhood-scaled housing within and surrounding the district. In order to bring this vision to fruition, it is essential to provide an interconnected network of streets that improves connectivity within the district in order to make destinations more accessible and safe for all modes of transportation while avoiding creation of single pinch points for traffic. As proposed redevelopment plans occur overtime, the importance of a connected and viable street network that supports the mobility needs of all users is necessary to sustain both corridor and neighborhood vitality.

Within the district, Marlboro Street will continue to serve as the main thoroughfare for vehicular traffic, with added enhancements for pedestrians and bicyclists throughout the corridor. The street will continue to channel traffic through to major destinations both northwest and southeast of the district, and new development will be served by Marlboro and several new streets within the innovation district, such as Victoria Street, the extension of Baker Street as well as the proposed continuation of Myrtle Street through to Bartholomew Ct. to Optical Avenue, as seen in Figure 11.

Marlboro Street will provide a level of neighborhood protection, allowing development and through movement to be concentrated along the corridor, preserving the character of abutting traditional neighborhoods. The proposed Myrtle Street extension through to Optical Avenue will provide additional network connectivity for more localized access to proposed developments north of Marlboro Street. The creation of this roadway and new crossing streets allows for better access and permeability between local neighborhoods within the proposed district, as well as to and from the key through connections of Marlboro Street and the Cheshire Rail Trail.

Figure 11 Proposed Street and Bike Connections



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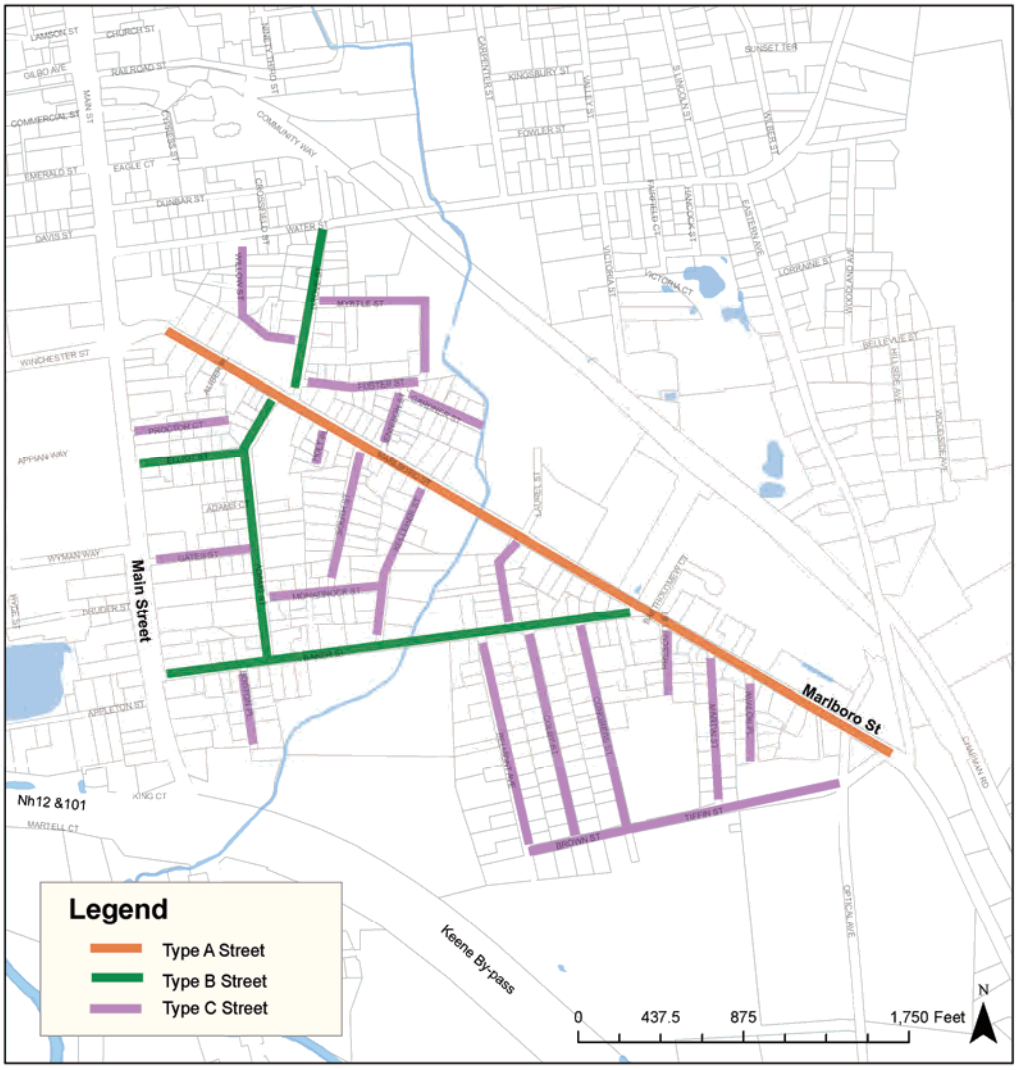
Recommendation: Complete Streets

The design of a complete transportation system that promotes pedestrian-oriented place-making begins with the understanding of street contexts. Different streets have different conditions and should merit design considerations that are specific to their particular environment. Design improvements on connecting roadways within the Marlboro Street corridor will be addressed in a manner that both facilitates multimodal access and connections throughout the corridor, while providing uninhibited circulation patterns for all users of the road. As shown in Figure 12, street typologies have been created to signify the hierarchical difference in proposed roadway cross-segments within the district. Street typologies are mainly categorized to distinguish the differences between the various residential neighborhoods streets, as proposed designs should consider the connections and accessibility within the residential neighborhoods and between the neighborhood and Marlboro Street.

Figure 12 Street Typologies



Recommended Street Typologies

Street Type A - (Marlboro Street)

The physical and aesthetic landscape of Marlboro Street reflects the various land uses throughout the corridor. With the future redevelopment of the street, recommendations build off of three distinct segment characteristics, which include: the "Traditional Commercial Street," along the north-westernmost third of Marlboro, from Main Street to Grove Street; the "Innovation Street," from Grove Street to Baker Street; and the "Green Connector," spanning from Baker Street to Optical Avenue. Proposed recommendations for both the short and long term enhancements will provide enhanced bicycle and pedestrian facilities along the Marlboro Street corridor.

Northern Marlboro Street (Main to Grove- Traditional Commercial Street)

Between Main and Grove Street, Marlboro Street is at its widest with 53 feet curb to curb width, carrying one lane of traffic in each direction and parallel parking on both sides of the street.

Sidewalks are present on both sides, as well as shared lane bicycle markings (sharrows). However, there is a vast amount of width dedicated to each vehicle travel lane, encouraging higher vehicle speeds than desired, providing insufficient protection for bicyclists, and minimizing the potential pedestrian space (See Figure 12).

Short-term recommendations for this segment of the street include preserving parallel parking along both sides of the roadway and narrowing travel lanes to about 11 feet each. The remaining roadway space would then be separated with a line of landscaping barrels to buffer a 7.5 foot wide space on each side of the street between parked cars and the sidewalk that can be used as a community art space and potentially sidewalk cafes or "parklets." When not occupied with active uses, this space can also serving as an informal cycle track. With sharrows for bicyclists the only viable facility approaching and leaving Main Street, sharrows would continue through this stretch, ultimately connecting to a dedicated bike lane east of Grove, though the buffered space would serve as an ideal cycle track when available. In winter months, the landscaping barrels can be removed and snow stored in the buffers, helping to preserve the full-width of the adjacent sidewalks.

The long-term recommendation proposes a more formalized cycle track facility, running the span of this street segment. The cycle track would be raised to the level of the sidewalk and contain a two-foot buffer from the parked cars and one-foot buffer from the landscaped sidewalk space, helping to separate pedestrian and bicyclist zones. Travel lanes and parking widths would remain consistent.

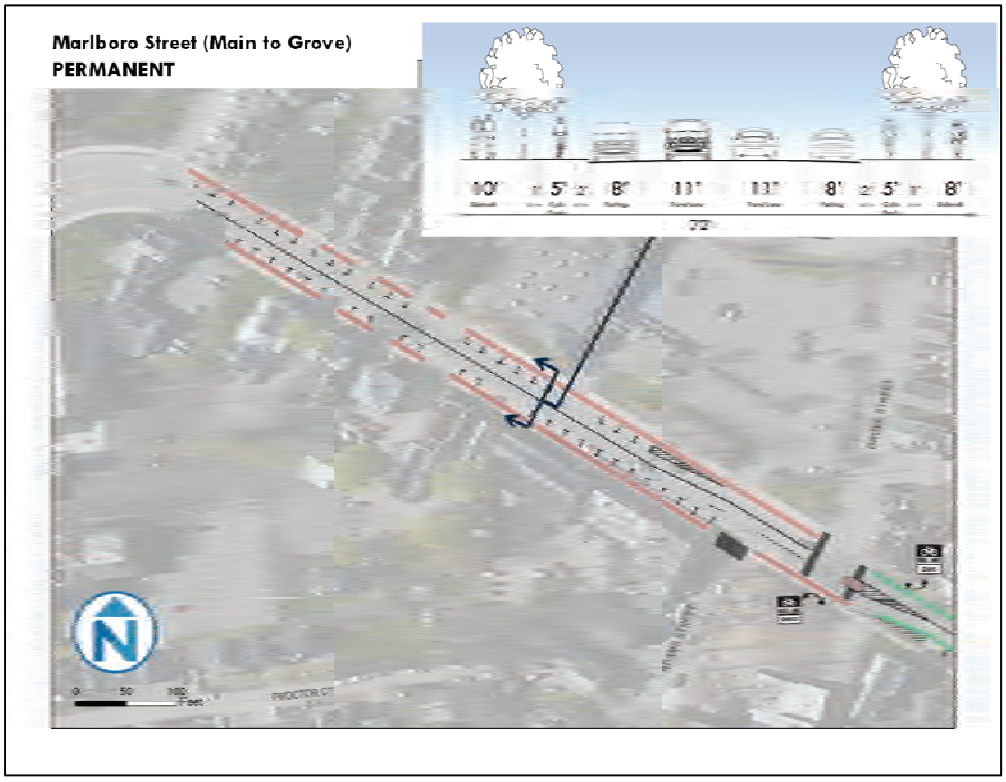
In both the short- and long-term, parking on the northern curbline would drop to accommodate a left-turn lane onto Grove Street. This is shadowed by a pedestrian crossing island that serves both as a safe pedestrian crossing as well as a neighborhood protection element, marking a clear gateway to the next, less-commercial segment of Marlboro Street. The island may even carry a low-mounted gateway sign and/or landscaping.

Figure 13 Example: Cycle Track, Vassar Street, Cambridge, MA

Figure 14 Marlboro Street (Main to Grove) Existing

Figure 15 Marlboro Street (Main to Grove) Proposed Interim

Figure 16 Marlboro Street (Main to Grove) Proposed Permanent



Middle Marlboro Street (Grove to Baker- Innovation Street)

The existing cross-section of Marlboro Street spanning from Grove Street to Baker Street has a smaller curb to curb measurement as compared to the previous. It still retains parking on both sides of the roadway but has 11' travel lanes. Sidewalks are present along both sides of the road, but they are narrower and somewhat deteriorated. The future vision for this segment of the corridor is to provide traffic calming elements that help to improve bicycle and pedestrian enhancements.

Both the short- and long-term recommendation for this street segment include providing southbound dedicated left hand turning lanes and crossing islands at key intersection points, including Grove Street and the proposed Victoria Street, as well as crosswalks located at Kelleher and Marlboro Street. These facilities will help to create better opportunities for pedestrians to cross Marlboro Street, as opposed to existing conditions, where crosswalks are scarce. Dedicated on-street bicycle lanes will run the entirety of this street segment, and one-sided on-street parking will serve as chicanes, periodically altering between the north and south sides of the street at the crosswalk locations.

Figure 17 Marlboro Street (Grove to Dartmouth) Existing

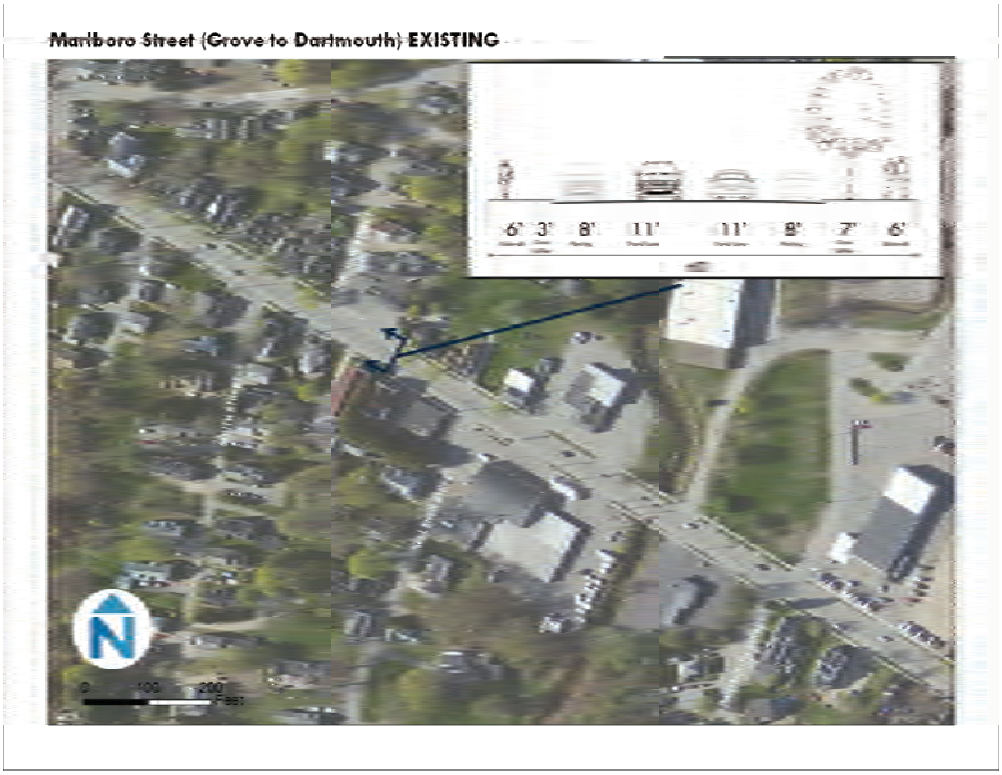
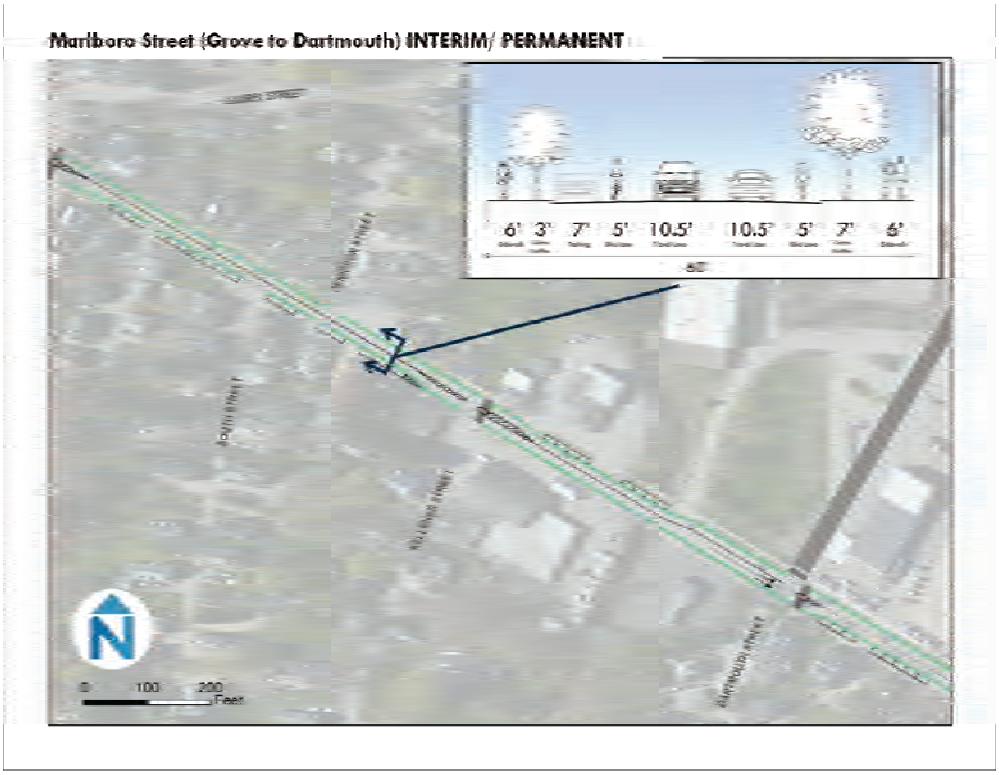


Figure 18 Marlboro Street (Grove to Dartmouth) Proposed Interim/Permanent



Southern Marlboro Street (Baker to Optical- Green Connector)

Marlboro Street, from Baker to Optical Avenue, has the most dissimilar characteristics compared to the previous two segments. Travel lanes narrow to approximately 11' against a two-foot shoulder. The curb to curb width does not allow for parking on either side of the street. Sidewalk facilities are in poor condition, and there is little to no landscaping to protect or shade pedestrians. This segment of the roadway has become a hostile and uninviting pedestrian environment, exacerbated by the number of large curb cuts.

The short-term recommendation for this segment of the street does not drastically change from existing conditions. Because of the constrained width of the roadway, the recommendation is to maintain existing sharrows on the roadways, however providing the option for bicyclists to utilize the sidewalk as a means of travel in the interim. The recommendation of utilizing the sidewalk as in the short term scenario acknowledges that the constrained roadway conditions do not allow for a dedicated bicycle facility. Providing the option for bicyclist to utilize the sidewalk as well as the roadway provides a protected facility in the interim, and the lack of on-street parking along this segment of Marlboro allows bicyclists to be visible to motorists. In addition, because of the available width in the grass buffer new grass or trees should be planted to provide a shaded environment for pedestrians and bicyclists.

Long-term recommendations for this street segment include providing a formal cycle track facility for bicyclists. This would include removing the two foot roadway buffer and converting the existing landscape buffer to a wider sidewalk with street tree pits. The bicycle facility would be at the sidewalk level, separated from roadway traffic.

Figure 19 Marlboro Street (Dartmouth to Optical) Existing

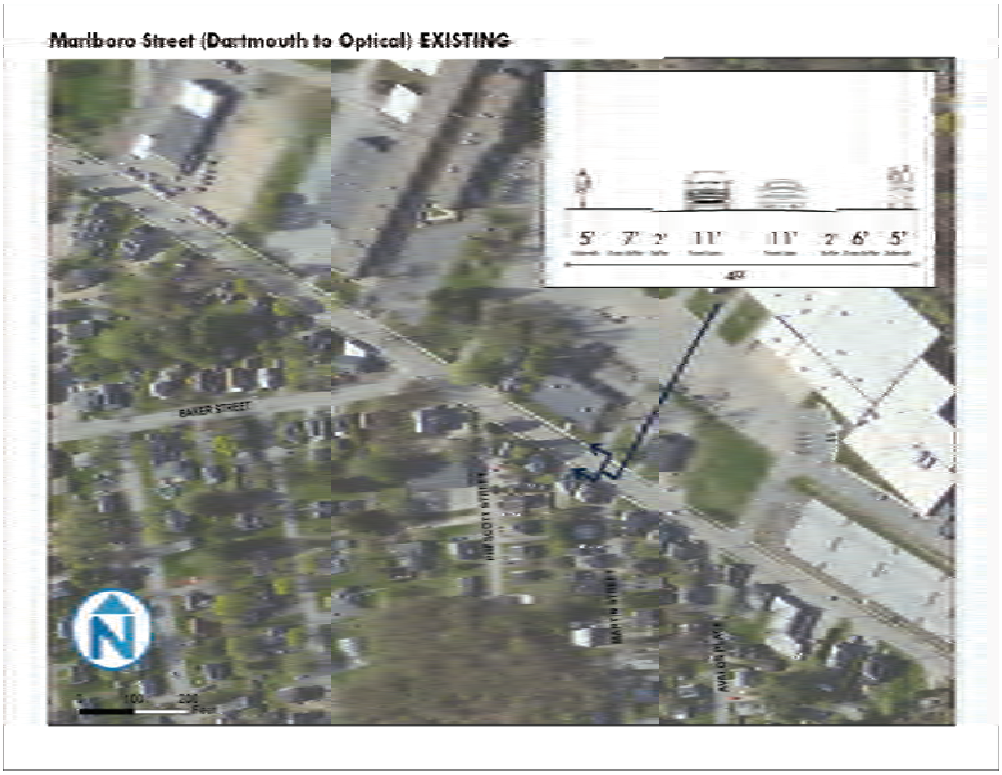


Figure 20 Marlboro Street (Dartmouth to Optical) Proposed Interim

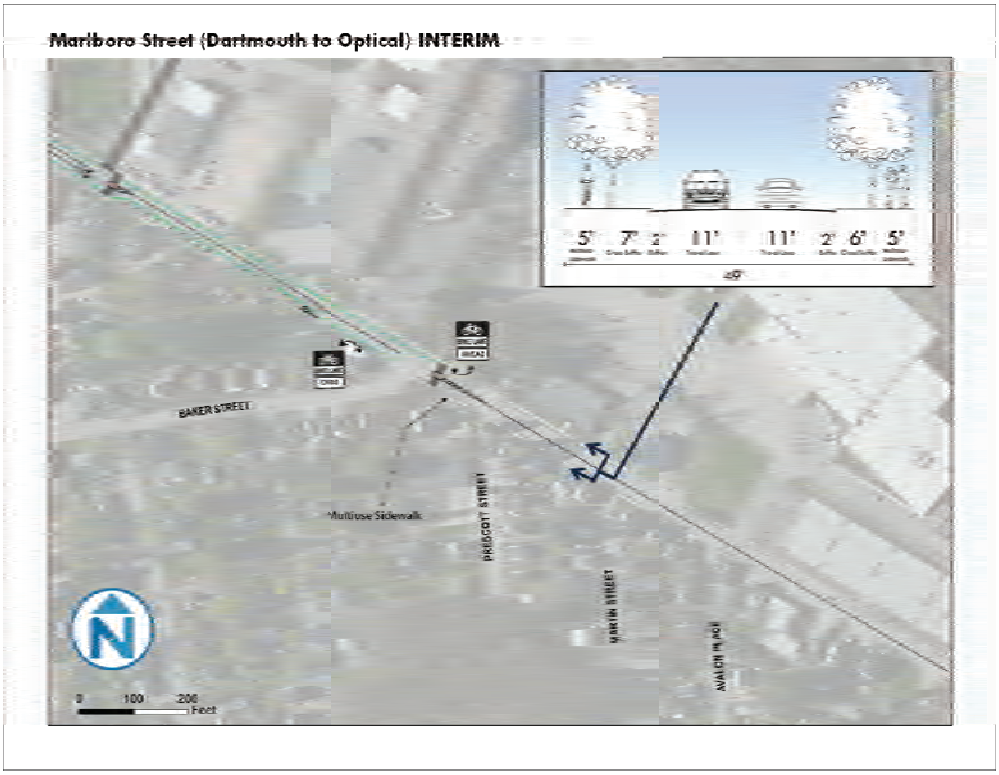
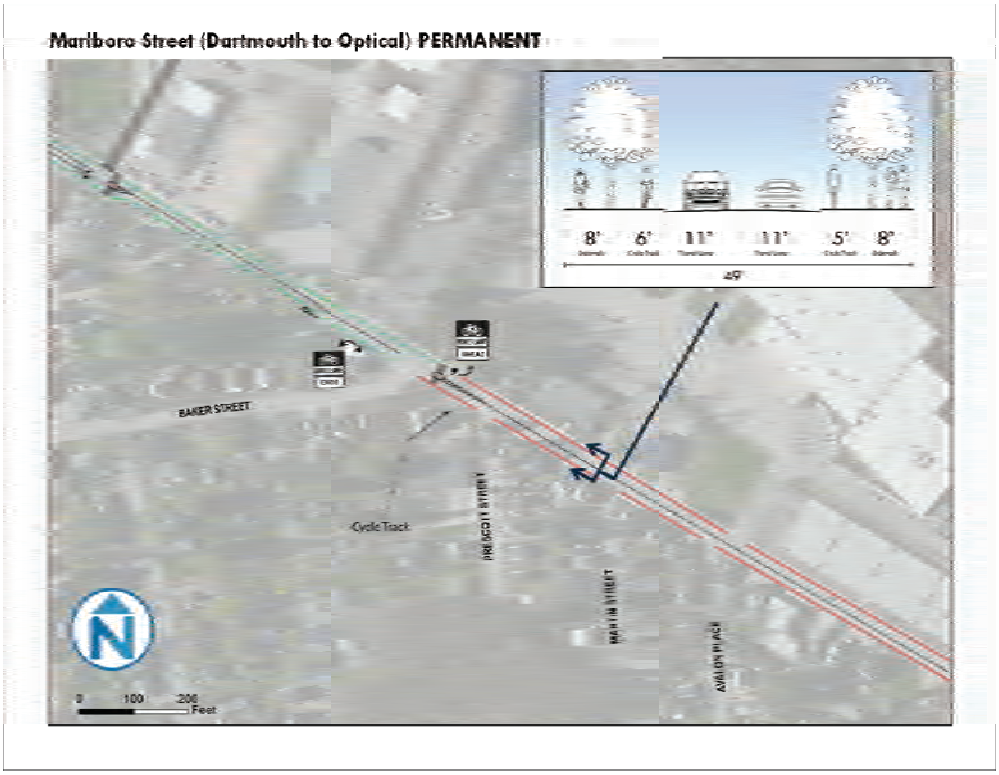


Figure 21 Marlboro Street (Dartmouth to Optical) Proposed Permanent



Street Type B – (Connecting Streets)

Streets categorized as Type B generally have higher traffic volumes compared to local streets within the district, helping to connect vehicles from local residential streets to Main Street and Marlboro Street. Streets such as Adams, Elliot, Grove, and Baker Street should be traffic-calmed connector streets with facilities that not only accommodate vehicular travel but safer pedestrian travel. These streets are two-way streets (with the exception of Elliot which remains one-way) that accommodate one or two sides of parking, functioning as slow community connectors or as "yield" streets when both sides have parking (yield streets are described further below in Type C streets).There is a lack of street curbing on a majority of these streets should be modified to have a formalized curb and sidewalk to help separate vehicle and pedestrian zones. Landscaped curbside islands should be added at staggered locations to buffer and protect on-street parking while improving the character of these community streets and allowing additional trees to be planted. Crosswalks and ADA compliant curb ramps should be provided at all intersections, and parking should be accommodated on at least one side of the roadway.

Figure 22 Elliot Street (Existing)

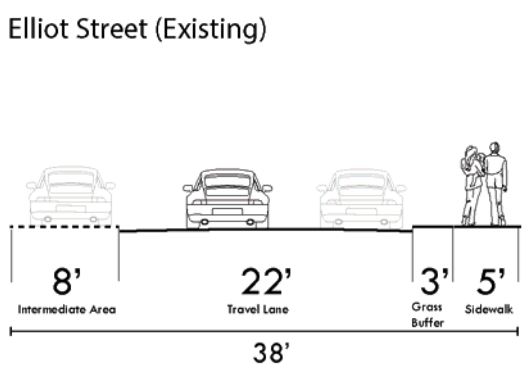
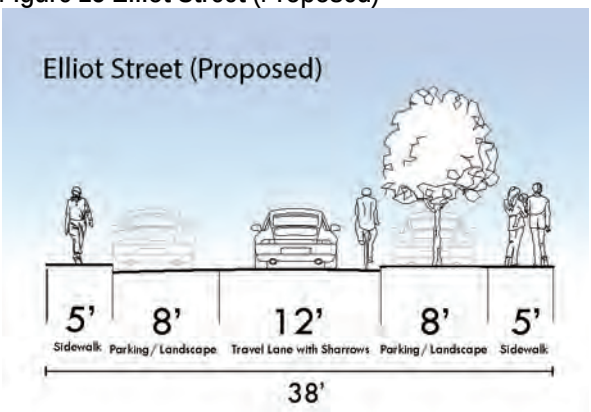


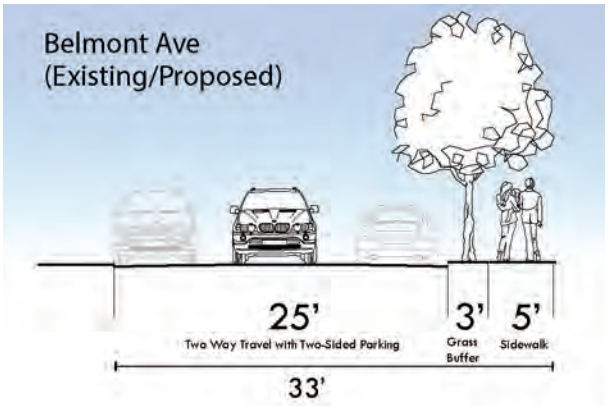
Figure 23 Elliot Street (Proposed)



Street Type C - (Residential Streets)

This street typology applies to all the other streets within the residential neighborhoods. These streets typically are used more frequently by residents and carry low volumes of traffic. With this in mind, Type C streets should be designed as "yield" streets and provide amenities that support residents rather than bypass and through traffic. Many of these residential streets lack continuous sidewalk networks and often lack defined curb lines. To provide a more connected sidewalk network, these facilities should be installed over time, with adequate curb ramps and crosswalks where the right-of-way width allows. Trees should be planted where possible to create a more comfortable and shaded pedestrian environment, while adding to the aesthetic nature of the residential neighborhood. Many of these streets already contain unregulated parking on both sides of the road and act as "yield" streets where the infrequent passing of on-coming traffic must yield and proceed slowly around parked cars. This yield condition should remain until the parking utilization of these streets approaches 50-percent of the available curb space along each side of the road. Only with such heavier parking utilization should a more formalized parking system be put in place with one-sided parking, which will be elaborated in the Parking Management section of this report.

Figure 24 Belmont Avenue (Existing/ Proposed)



E) Parking Management

At some point in the future development of the Marlboro Street corridor, there will certainly be demand for more parking than is currently supplied. However, in the short-term, improved management practices can better utilize existing spare capacity, helping to improve front-door access along the corridor and protecting the needs of abutting neighborhoods, while putting remote underutilized parking resources to better use. With a good management plan in place in the future, the City will also be able to better manage the supply of surface lots, while potentially reducing the quantity of new spaces that are perceived to be needed when development occurs. Below are some recommended parking management programs and strategies that maximize the availability of existing parking supply while fairly balancing the demand of various users. The City should establish firm guidelines on how parking should function. These should also evolve with the corridor as development and parking demands change.

Shared Parking

The Marlboro Street corridor contains an abundant amount of off-street parking, a majority of which is categorized as dedicated accessory parking for local businesses, as well as private parking for employees. A sample peak utilization count has revealed that during the weekday midday peak period of parking demand, generally both on- and off-street parking directly along the corridor is underutilized, especially the off-street parking lots north of Marlboro Street. The low utilization and abundant supply of off-street parking within this district can potentially help to offset the need to build and accommodate new development by formalizing a shared parking program.

Mixed-use environments offer the opportunity to share parking spaces between various uses, thereby reducing the total number of spaces required compared to the same uses in stand-alone developments. This is a primary benefit in mixed-use contexts with moderate to high density. As the vision for this district evolves to support the development of innovative mixes of uses to support entrepreneurial businesses, services, and residential choices, there are opportunities to capitalize on existing parking infrastructure to accommodate the potential demand generated from these redevelopments. For example, the ample supply of parking surrounding the future Civic Campus currently used by the Keene Police Department could be used to supplement the potential parking generated from nearby housing and retail.

This opportunity provides many localized benefits to the surrounding community, including a more efficient use of land resources, with the potential for redevelopment at infill locations that might otherwise be dedicated for parking. The City should consider creating a shared parking program between public and private parking spaces along the corridor to create additional parking opportunities for visitors, employees, and customers. This program would include a number of features:

- **Reduced minimum parking requirements**. With full sharing allowed and encouraged, the total amount of parking required can halve, allowing new development the ability to free up space for more productive uses or for additional open space in the district that can act as stormwater retention.
- **In-lieu parking system**. For developments seeking to avoid sharing parking, an “in-lieu of sharing” fee can be charged for any spaces provided above the minimum to off-set the impact of wasted land resources by contributing to a fund that can provide more public shared parking at a future point. Similarly, for those seeking to build less parking

than the minimum yet willing to participate in sharing, a lower in-lieu fee can be assessed to allow more efficient use of a parcel while funding future shared parking.

- **Municipal parking leases**. If the City needs to expand the pool of shared parking, the in-lieu fund can be used to lease private parking that may not already be shared. Typically, these private resources can be merged with other facilities to increase overall parking supply with better efficiencies through improved access management. Lease payments benefit the private landowner while being entirely off-set not only by the in-lieu fund but by increased tax base due to denser occupied building development.

The City of Keene has existing Shared Parking language embedded in City's Zoning Code, Article XIV, as part of the Sustainable Energy Efficient Development Overlay. With goals of creating a sustainable and innovative development district, we recommend utilizing this code as part of the parking management program with some minor edits and additions to the language.

- **Section 102-1453. F, General Provisions,** requires that a signalized intersection is necessary for pedestrians to cross an arterial street to access shared parking area(s). We recommend rewording the text to convey that, rather, a safe pedestrian crossing on the most direct desire line is necessary to provide direct access to shared parking locations. Providing a protected and direct pathway for pedestrians to and from parking locations will improve the likelihood of parking once and visiting local destinations within the district by foot. This type of improvement may be in the form of a formalized pedestrian signalize, however it may not be necessary for all contexts within the district.
- **Section 102-1453. G, General Provisions,** requires that that once a shared parking agreement between parties is no longer in effect, minimum parking requirements shall be provided for those sites. This is in accordance to Section 102.793 Minimum Parking Requirements, which outlines the minimum amount of parking spaces required for various types of uses within the City. The City of Keene has outlined a progressive shared parking code that would potentially allow developers to build less than a minimum amount of required parking if they make their spaces fully shared. We recommend that the code be reworded to remove the clause of reverting back to minimum parking requirements once shared arrangements are null. Reverting back to minimum parking requirements may result in creating more parking supply than needed in the district and that than be accommodated by potential demand. This may both compromise the district's vision and goals, and could stagger potential development that could be built in place of additional parking.
- **Section 102-1454, B, Calculating Parking Requirements for Shared Parking,** This clause in the zoning code refers to methodology in determining the number of parking spaces required by the shared parking applicant. As part of the methodology, the zoning code recommends utilizing the Institute of Transportation Engineers Parking General Manual, or the results of field surveys to garner parking generation rates for shared parking. However, we recommend that the zoning code should calculate the peak average daily demand for a weekday or weekend per the latest shared parking methodologies per the Urban Land Institute's Shared Parking Manual or other best practice for all properties and uses on-site.

Figure 25 Shared Parking Opportunity along Marlboro Street

Parking Permits and Parking Benefit Program

A primary goal of the future development of the district includes protecting the traditional character of neighborhoods that directly abut Marlboro Street, while supporting parking interests for existing and future commercial and retail businesses along the corridor. A Parking Benefit Program would help to formalize parking throughout the district through the creation of both a residential and employee permit for on-street parking. Customer parking will be available along as the northwestern third of Marlboro Street directly northeast of Grove Street. Parking along the remainder of Marlboro Street – and optionally on residential side streets – will be time-limited and/or subject to permit parking for long-term residential or employee parking. This permit system would help generate revenue for neighborhood improvements, while responding to the potential demand generated from both residents and employees in the near future.

The City of Keene should invest in a formal permit program that would allow money generated from the permit program to be invested in street infrastructure along the corridor and district. Generally, if parking revenues seem to disappear into a general fund and not appear to produce any direct benefit for the corridor, there will be little support for parking policies that may otherwise benefit the district. When the residents, employees, and merchants can clearly see that the monies collected are being spent for local improvements, such as cycle tracks on Marlboro Street, they are more likely to support parking policies that generate revenue for the City.

Figure 26 Proposed Parking Benefit Areas

Parking Policy Guidelines

Currently, a large majority of on-street parking within the study area is classified as unregulated parking located on smaller residential streets. Many of these streets such as Kelleher, Belmont Ave, and Foster Street serve as yield streets, where front yard parking is generally underutilized and conditions often do not pose parking issues. However, streets that directly abut Main Street, such as Gates, Elliot, and Adams Street can pose as challenging locations because they are unregulated and serve as ideal locations for long-term parking for those heading to nearby Keene State, the local elementary school, and nearby retail businesses.

It is in the best interest of the City to create a strategic plan for formalizing a parking program with regulations and benchmarks that create parking policy standards that help to protect the residential neighborhoods. Using existing conditions as a baseline, there should be a consistent plan for these streets that provides a progression from unregulated yield streets to streets with a more formalized parking plan. This may include time-limited parking and eventually permitted parking only for employees and or residents. This plan will help to standardize the process of creating on-street parking that will both supplement the demands of residents as well as employees within the district, as well as create shared neighborhood streets that preserve their existing traditional neighborhood character. Furthermore, creating this system will generate funds for greater investment in neighborhood and street infrastructure that will benefit the needs of those who live, work, and play in the district.